

AUCTION SALES

BY C. C. SPENCER.
Poat Street House Furniture, Beds, Hair
and Liquors, on the "credit,"
at AUCTION.

ON THURSDAY MORNING
At 10 o'clock, will be sold, at the
House, on Third street, between Main and Mar-
quise streets, the following household effects,
of Feather Beds: Bedsteads: Spring, Hair, and
Mattresses: Bedding: Trunk: Trunk: Trunk:
Looking-glasses: Lingerie: Trunk: Trunk: Trunk:
Trunk: Trunk: Trunk: Trunk: Trunk: Trunk:
Cassio: Kitchen Furniture and Utensils: large
wardrobe: and other household effects. Also the
contents of a trunk, belonging to the late
Mrs. J. H. Spencer.

The attention of dealers is called to the
fact that the property is to be sold to the
highest bidder, for cash, or on the credit,
at the option of the purchaser.

Terms:—One-half and under, cash; over \$60, a
month; over \$100, three months; and over
\$150, six months, and so on, at the
payable bank.

C. C. SPENCER, Auctioneer.

BY C. C. SPENCER.

Peremptory Sale of Valuable Lots on Main
12th street, High street, and Portland
avenue, at Auction.

ON FRIDAY AFTERNOON
At 3 o'clock, will be sold, at the
common place, on Main street, lot 3, the
valuable building lots, to
the following:—Lot 1, 100 deep, north side
street, between Eleventh and Twelfth
streets; Lot 2, 100 deep, north side
street, between Twelfth and Thirteenth
streets; Lot 3, 100 deep, north side
street, between Thirteenth and Fourteenth
streets; Lot 4, 100 deep, north side
street, between Fourteenth and Fifteenth
streets; Lot 5, 100 deep, north side
street, between Fifteenth and Sixteenth
streets; Lot 6, 100 deep, north side
street, between Sixteenth and Seventeenth
streets; Lot 7, 100 deep, north side
street, between Seventeenth and Eighteenth
streets; Lot 8, 100 deep, north side
street, between Eighteenth and Nineteenth
streets; Lot 9, 100 deep, north side
street, between Nineteenth and Twentieth
streets; Lot 10, 100 deep, north side
street, between Twentieth and Twenty-first
streets; Lot 11, 100 deep, north side
street, between Twenty-first and Twenty-second
streets; Lot 12, 100 deep, north side
street, between Twenty-second and Twenty-third
streets; Lot 13, 100 deep, north side
street, between Twenty-third and Twenty-fourth
streets; Lot 14, 100 deep, north side
street, between Twenty-fourth and Twenty-fifth
streets; Lot 15, 100 deep, north side
street, between Twenty-fifth and Twenty-sixth
streets; Lot 16, 100 deep, north side
street, between Twenty-sixth and Twenty-seventh
streets; Lot 17, 100 deep, north side
street, between Twenty-seventh and Twenty-eighth
streets; Lot 18, 100 deep, north side
street, between Twenty-eighth and Twenty-ninth
streets; Lot 19, 100 deep, north side
street, between Twenty-ninth and Thirtieth
streets; Lot 20, 100 deep, north side
street, between Thirtieth and Thirty-first
streets; Lot 21, 100 deep, north side
street, between Thirty-first and Thirty-second
streets; Lot 22, 100 deep, north side
street, between Thirty-second and Thirty-third
streets; Lot 23, 100 deep, north side
street, between Thirty-third and Thirty-fourth
streets; Lot 24, 100 deep, north side
street, between Thirty-fourth and Thirty-fifth
streets; Lot 25, 100 deep, north side
street, between Thirty-fifth and Thirty-sixth
streets; Lot 26, 100 deep, north side
street, between Thirty-sixth and Thirty-seventh
streets; Lot 27, 100 deep, north side
street, between Thirty-seventh and Thirty-eighth
streets; Lot 28, 100 deep, north side
street, between Thirty-eighth and Thirty-ninth
streets; Lot 29, 100 deep, north side
street, between Thirty-ninth and Fortieth
streets; Lot 30, 100 deep, north side
street, between Fortieth and Forty-first
streets; Lot 31, 100 deep, north side
street, between Forty-first and Forty-second
streets; Lot 32, 100 deep, north side
street, between Forty-second and Forty-third
streets; Lot 33, 100 deep, north side
street, between Forty-third and Forty-fourth
streets; Lot 34, 100 deep, north side
street, between Forty-fourth and Forty-fifth
streets; Lot 35, 100 deep, north side
street, between Forty-fifth and Forty-sixth
streets; Lot 36, 100 deep, north side
street, between Forty-sixth and Forty-seventh
streets; Lot 37, 100 deep, north side
street, between Forty-seventh and Forty-eighth
streets; Lot 38, 100 deep, north side
street, between Forty-eighth and Forty-ninth
streets; Lot 39, 100 deep, north side
street, between Forty-ninth and Fiftieth
streets; Lot 40, 100 deep, north side
street, between Fiftieth and Fifty-first
streets; Lot 41, 100 deep, north side
street, between Fifty-first and Fifty-second
streets; Lot 42, 100 deep, north side
street, between Fifty-second and Fifty-third
streets; Lot 43, 100 deep, north side
street, between Fifty-third and Fifty-fourth
streets; Lot 44, 100 deep, north side
street, between Fifty-fourth and Fifty-fifth
streets; Lot 45, 100 deep, north side
street, between Fifty-fifth and Fifty-sixth
streets; Lot 46, 100 deep, north side
street, between Fifty-sixth and Fifty-seventh
streets; Lot 47, 100 deep, north side
street, between Fifty-seventh and Fifty-eighth
streets; Lot 48, 100 deep, north side
street, between Fifty-eighth and Fifty-ninth
streets; Lot 49, 100 deep, north side
street, between Fifty-ninth and Sixtieth
streets; Lot 50, 100 deep, north side
street, between Sixtieth and Sixty-first
streets; Lot 51, 100 deep, north side
street, between Sixty-first and Sixty-second
streets; Lot 52, 100 deep, north side
street, between Sixty-second and Sixty-third
streets; Lot 53, 100 deep, north side
street, between Sixty-third and Sixty-fourth
streets; Lot 54, 100 deep, north side
street, between Sixty-fourth and Sixty-fifth
streets; Lot 55, 100 deep, north side
street, between Sixty-fifth and Sixty-sixth
streets; Lot 56, 100 deep, north side
street, between Sixty-sixth and Sixty-seventh
streets; Lot 57, 100 deep, north side
street, between Sixty-seventh and Sixty-eighth
streets; Lot 58, 100 deep, north side
street, between Sixty-eighth and Sixty-ninth
streets; Lot 59, 100 deep, north side
street, between Sixty-ninth and Seventieth
streets; Lot 60, 100 deep, north side
street, between Seventieth and Seventy-first
streets; Lot 61, 100 deep, north side
street, between Seventy-first and Seventy-second
streets; Lot 62, 100 deep, north side
street, between Seventy-second and Seventy-third
streets; Lot 63, 100 deep, north side
street, between Seventy-third and Seventy-fourth
streets; Lot 64, 100 deep, north side
street, between Seventy-fourth and Seventy-fifth
streets; Lot 65, 100 deep, north side
street, between Seventy-fifth and Seventy-sixth
streets; Lot 66, 100 deep, north side
street, between Seventy-sixth and Seventy-seventh
streets; Lot 67, 100 deep, north side
street, between Seventy-seventh and Seventy-eighth
streets; Lot 68, 100 deep, north side
street, between Seventy-eighth and Seventy-ninth
streets; Lot 69, 100 deep, north side
street, between Seventy-ninth and Eightieth
streets; Lot 70, 100 deep, north side
street, between Eightieth and Eighty-first
streets; Lot 71, 100 deep, north side
street, between Eighty-first and Eighty-second
streets; Lot 72, 100 deep, north side
street, between Eighty-second and Eighty-third
streets; Lot 73, 100 deep, north side
street, between Eighty-third and Eighty-fourth
streets; Lot 74, 100 deep, north side
street, between Eighty-fourth and Eighty-fifth
streets; Lot 75, 100 deep, north side
street, between Eighty-fifth and Eighty-sixth
streets; Lot 76, 100 deep, north side
street, between Eighty-sixth and Eighty-seventh
streets; Lot 77, 100 deep, north side
street, between Eighty-seventh and Eighty-eighth
streets; Lot 78, 100 deep, north side
street, between Eighty-eighth and Eighty-ninth
streets; Lot 79, 100 deep, north side
street, between Eighty-ninth and Ninetieth
streets; Lot 80, 100 deep, north side
street, between Ninetieth and One hundred
streets; Lot 81, 100 deep, north side
street, between One hundred and One hundred
and one streets; Lot 82, 100 deep, north side
street, between One hundred and one and
One hundred and two streets; Lot 83, 100
deep, north side street, between One hundred
and two and One hundred and three streets;
Lot 84, 100 deep, north side street, between
One hundred and three and One hundred and
four streets; Lot 85, 100 deep, north side
street, between One hundred and four and
One hundred and five streets; Lot 86, 100
deep, north side street, between One hundred
and five and One hundred and six streets;
Lot 87, 100 deep, north side street, between
One hundred and six and One hundred and
seven streets; Lot 88, 100 deep, north side
street, between One hundred and seven and
One hundred and eight streets; Lot 89, 100
deep, north side street, between One hundred
and eight and One hundred and nine streets;
Lot 90, 100 deep, north side street, between
One hundred and nine and One hundred and
ten streets; Lot 91, 100 deep, north side
street, between One hundred and ten and
One hundred and eleven streets; Lot 92, 100
deep, north side street, between One hundred
and eleven and One hundred and twelve
streets; Lot 93, 100 deep, north side street,
between One hundred and twelve and One
hundred and thirteen streets; Lot 94, 100
deep, north side street, between One hundred
and thirteen and One hundred and fourteen
streets; Lot 95, 100 deep, north side street,
between One hundred and fourteen and One
hundred and fifteen streets; Lot 96, 100
deep, north side street, between One hundred
and fifteen and One hundred and sixteen
streets; Lot 97, 100 deep, north side street,
between One hundred and sixteen and One
hundred and seventeen streets; Lot 98, 100
deep, north side street, between One hundred
and seventeen and One hundred and eighteen
streets; Lot 99, 100 deep, north side street,
between One hundred and eighteen and One
hundred and nineteen streets; Lot 100, 100
deep, north side street, between One hundred
and nineteen and One hundred and twenty
streets; Lot 101, 100 deep, north side street,
between One hundred and twenty and One
hundred and twenty-one streets; Lot 102, 100
deep, north side street, between One hundred
and twenty-one and One hundred and twenty-
two streets; Lot 103, 100 deep, north side
street, between One hundred and twenty-two
and One hundred and twenty-three streets;
Lot 104, 100 deep, north side street, between
One hundred and twenty-three and One
hundred and twenty-four streets; Lot 105, 100
deep, north side street, between One hundred
and twenty-four and One hundred and twenty-
five streets; Lot 106, 100 deep, north side
street, between One hundred and twenty-five
and One hundred and twenty-six streets; Lot
107, 100 deep, north side street, between One
hundred and twenty-six and One hundred and
twenty-seven streets; Lot 108, 100 deep, north
side street, between One hundred and twenty-
seven and One hundred and twenty-eight
streets; Lot 109, 100 deep, north side street,
between One hundred and twenty-eight and
One hundred and twenty-nine streets; Lot 110,
100 deep, north side street, between One
hundred and twenty-nine and One hundred and
thirty streets; Lot 111, 100 deep, north side
street, between One hundred and thirty and
One hundred and thirty-one streets; Lot 112,
100 deep, north side street, between One
hundred and thirty-one and One hundred and
thirty-two streets; Lot 113, 100 deep, north
side street, between One hundred and thirty-
two and One hundred and thirty-three streets;
Lot 114, 100 deep, north side street, between
One hundred and thirty-three and One hundred
and thirty-four streets; Lot 115, 100 deep,
north side street, between One hundred and
thirty-four and One hundred and thirty-five
streets; Lot 116, 100 deep, north side street,
between One hundred and thirty-five and One
hundred and thirty-six streets; Lot 117, 100
deep, north side street, between One hundred
and thirty-six and One hundred and thirty-
seven streets; Lot 1

[illegible][illegible][illegible]

INSURANCE.

Monarch Fire Insurance
OF LONDON,
CAPITAL \$2,000,000. \$150,000
positioned in New York.
Lodges promptly and paid, without
to London.
insured by Fire on buildings,
tents. W. RIDGEL, Jr.,
per Main and Bullitt streets. Insurance
street. mar16

Falls City Insurance Comp
OFFICE—NEWCOMB'S B
office, corner of Main and Bullitt streets.
from Chartered Capital
of \$100,000 is paid in and secured
Continues to insure Merchants, Stock ex-
change, carried on steamboats, or other ex-
posed by river, lake, sea, canal and railroad routes,
and the property of the commercial
against loss on Halls of Steamboats and other
paid also, against loss by fire on Buildings,
merchandise and property.
CHARLES K. ARMSTRONG, Pres.
N. G. STEWART, Secy.
DIKEFOLDS.

Wm. B. Shandy J. Scott-Bates
James E. Young H. A. Demaree
David B. Young John A. Duane
JAN 10

Louisville Insurance
OFFICE ON THE NORTH
Third and Fourth Streets
of D. Benedict.
Charles Clapp,
President.
This Company being now organized, we
have received from the Comptroller
vessels as safe, and by the usual mode of insur-
ance, and will insure them at the lowest
damages here. D. B. BENEDICT, P.
Wm. FAYATON, SECRETARY.

DIRECTORS:
Benj. J. Adams, A. A. Gordon,
Thomas M. Wilson, William F. Fayatton,
D. B. Benedict.

FASHIONABLE
AND FINELY FINISHED
FURNITURE.
Wholesale and Retail,
NATHAN WHITE,
No. 79 Fourth Street, between Main and
BEPS, CONSTANTLY ON
Hand a large and varied stock of
Rosewood, Mahogany, and Walnut
Furniture, comprising all the best
article suitable for household par-
poses, and also a variety of new
styles added every kind of Spring and other
furniture, such as Bedsteads, Trunk
Cottage Furniture, &c., all of which will be
sold very low, and some work will be
done to order.

REMITTANCES TO ENGLAND
IRELAND, AND SCOTLAND.—We send
monthly drafts on the above points in sum
of £1000 sterling. **HUTCHINSON**

IRON, NAILS, AND STEEL
Lieberberg's manufacture, from Junius
Charcoal Iron for sale by **W. B. BELKNAP**

FAIRBANK'S SCALES. We
have the agents for the above scales, and
warranted correct. (nos) **W. B. BELKNAP**

METALS, PIG LEAD, A.
not **W. B. BELKNAP**

Pitch and OAKUM. We
have a superior article of North Carolina
New York Agents for sale. **W. B. BELKNAP**


5,000 LARGE AND
slightly seasoned Pine

TRANSPORTATION.

LEAVES MIDDLETOWN
 Middletown every morning (Sundays excepted) at 7 o'clock and arrives at Louisville at 10 o'clock, and Louisville at 10 o'clock, and arrives at Middletown at 12 o'clock P. M.
 Passengers will be notified as to leave their names at the stable on Third street, opposite the post office, or at the stable, on Main street, in the Main.
 From Louisville to the Fair Grounds 10 cents; to and in a life; to Middletown 35 cents.
 Tickets, orders, and baggage are what we particularly, and the public may be assured that we will be permanent.

J. R. M. W. T. HAWKINS.
 We will also take charge of and deliver small packages at the end of and anywhere along the line, at

OR WASHINGTON CITY,
Baltimore, Philadelphia,
NEW YORK, & C.
Fast direct through Line for the East.

BALTIMORE & OHIO

RAILROAD!
THIS GREAT WORK OF INTERNATIONAL IMPROVEMENT (379 miles from Wheeling to Baltimore, and 403 to Washington) was opened to the

THE ONLY THROUGH TICKETS BETWEEN
PHILADELPHIA AND BALTIMORE
sold by this road, which runs direct to Washington
and Baltimore, and is the only line by which baggage can be checked to
Baltimore from the West. At Baltimore the road
has a direct connection with the Railroad to Phila-

and New York, 45 cents. Passengers from Louisville, may proceed by steamboat to Cincinnati, and there take the Railroad connecting with this line, or may leave Louisville by the Cincinnati Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati and New York, and connect with the cars of the Little Miami Railroad at A. M. (or 5 P. M.) for Columbus, connecting there with Central Ohio Railroad, and Newark and Zanesville to Bellefont, on the Ohio, or Erie Woodstock station, 4 miles below Wheeling. At this point the passengers may take the cars to New York direct. By express train of this route, the time from Cincinnati to Baltimore is less than 25 hours, and to Washington less than 45 hours.

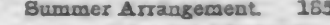
THROUGH TICKETS are sold as follows: By mail from Louisville to Washington, \$12; to New York, \$15; to Philadelphia, \$18; and to New

JEFFERSON TICKETS may also be had at the office of Jeffersonville Railroad for the Baltimore and Ohio road route, by way of the Jeffersonville, Ohio, and Mississippi, Little Miami, and Central Ohio Railroad, at following rates: From Louisville to Washington, \$15 to Baltimore, \$17 50; to Philadelphia, \$18 50; to New York, \$21.

rior cars of the E. and O. Railroad, which leave
at 8 P. M., and 11:30 P. M., for Baltimore, Wash-
ington, or other points, and return to New York
at 10 or 11 hours, including stoppages. For safety,
regularity, beauty of the country, and general
afford, this road is second to none in the Union.
It is fitted with the latest equipment of any Rail-
road in the United States, and is well adapted to
an immense business in the transportation of freights,
which are carried with care and dispatch, and at rates as
low as those of any other first class line. The road
has an immediate connection at the wharves, and in the
city of New York, with the New York and Philadel-
phia, New York, steamers of Ericsson and Baltimore
Steamship Company's line, by canal and sea, to New
York and Boston, steamers to Norfolk, Charleston, San-
t Domingo, &c.

and of any of the Forwarding Houses in the West.
 JOHN B. DONA,
 Master of Transportation, Baltimore.

SHORTEST ROUTE TO BALTIMORE
 and Quickest Route to Philadelphia.
1855. Summer Arrangement. 1855.



Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, & N. Y!

ALSO TO
 RICHMOND, PETERSBURG, NORFOLK AND

WILMINGTON,
BY BALTIMORE AND OHIO,
CENTRAL OHIO, AND LITTLE MIAMI RAILROADS,
VIA
Columbus and Wheeling.
DAILY TRAINS LEAVE

THREE DAILY TRAINS LEAVE
Cincinnati at 8 A. M., 10:30 A. M., and 6 P. M.

ZANESVILLE IN 8 1/2 HOURS:
TO WHEELING IN 10 HOURS;
TO BALTIMORE IN 12 1/2 HOURS;
TO PHILADELPHIA IN 14 HOURS;
TO WASHINGTON IN 20 HOURS.

Connecting at Baltimore with Train Philadelphia, Wil-
son, and Baltimore railroad, to Philadelphia. Con-
necting with Train New York railroad, to New York
and New Haven and Hartford, and Albany.

This is the only route which can make the 8 1/2 hours
run between Cincinnati and Baltimore; arriving 3 1/2
hours in advance of any other route.

This is the only route from Cincinnati to Phila-
delphia, arriving in advance of any other route.

This is the only route which can make the 20 hours

from Cincinnati, or by which through tickets can be procured between Cincinnati and Washington City; leaving Cincinnati at 9 o'clock a. m., arrives at Washington City at 12 o'clock noon. Leaves Cincinnati at 12:30 p. m., arrives at Washington City at 3:30 p. m.

P. M. Leaves Zanesville at 5 P. M., and arrives at
 Wheeling at 10 P. M.
 Connecting at Wheeling with Train Baltimore
 and Rio Railroad, for Baltimore and Washington.
 Connecting at Baltimore with Train for Philadelphia
 and New York, direct.
 Connecting at Washington for Fredericksburg, Pe-
 tersburg, Richmond, &c.
 Day Train—Night Express—Little Miami railroad,
 leaves Cincinnati at 6 o'clock P. M. Arrives at Zane-
 sville at 2 o'clock A. M., leaves Zanesville at 2:12 A. M.,
 and arrives at Wheeling at 6:30 A. M.

Connecting at Wheeling with Morning Train Baltimore and Ohio railroad, for Cumberland, where passengers sleep and resume by Morning Train for the next rect.

Connecting with Train at Baltimore, for Philadelphia and New York direct.

Connecting at Washington for Fredericksburg, Petersburg, Richmond, &c.

Baggage checked from Cincinnati to Wheeling, and on to Empain, Washington City, &c.

Baggage checked from Cincinnati to Baltimore, and from thence to Philadelphia, &c. Through tickets for Washington City can only be procured by this route, and this is the only route by which through tickets can be procured via Baltimore to Philadelphia and New York.

and all information at Cincinnati, please apply at the title Miami Offices, P. W. Strader, General Agent, 20 Burnett House, first door west of Vine; No. 177 Mason House, front office; at southeast corner Broadway and Front, directly opposite Spencer House, and

ISAAC H. SOUTHWICK,
Superintendent Central Ohio Railroad.
C. W. S. BROWN,
Agent C. O. R. R., Cincinnati. jyl4dtf

NEW ALBANY & SALEM RAILROAD.

CHANGE OF STARTING TIME.
ON AND AFTER MONDAY, OCT.
5th, Trains will leave New Albany as follows:
Express Train leaves at 8:30 A. M., running directly
rough to Chicago, without change of cars or baggage.
Accommodation Train (freight and passengers) leaves
6 A. M.

Fare Reduced.

ONLY \$7
FROM LOUISVILLE TO CHICAGO
BY THE
New Albany and Salem Railroad

TWO DAILY EXPRESS TRAINS
through to Chicago without change of cars or baggage.

Both Trains connect at Chicago with all morning and evening Trains for the West and Northwest. Also, at Chicago City with the Trains on the Michigan Central Railroad for Detroit, Buffalo, Niagara Falls, Albany, New York, Boston, &c. This is by far the most pleasant and interesting route to the East, passing as it does through the most flourishing and the largest towns and

from Indiana such as New Albany, Salem, Orleans, Joliet, Bloomington, Greencastle, Crawfordsville, Laletta, and Michigan City, on Lake Michigan; Tippecanoe Battle Ground, a spot hallowed in the heart of every American citizen, is also seen by those passing on this route.

One of the most interesting portions of Upper Canada, finding the Thames Battle Ground, London, Paris, Hamilton, &c., in view of Lake Ontario, to the Great Niagara Suspension Bridge, a work more stupendous, more wonderful, and more to be admired, than any other similar work of art in the world. In crossing this bridge a full view is had of the great Cataract of Niagara.

to river and Chicago. The road has been yatin good ter, and is now one of the best and safest in the West, ring the longest continuous straight line of any in the United States.

By this route also sure connections are made, as the ains run directly through to Chicago.

Tickets at reduced rates to Michigan City, Chicago, ick Island, St. Louis, Burlington, Galena, St. Paul, waukee, &c.; also, to Detroit, Buffalo, Niagara Falls,

any, New York, Boston, &c., &c., for sale at the office of the Louisville and Portland Railroad Company, 539 Main street, north side, between Second and Third, Louisville, where all information can be had respecting routes, time, prices, &c.

Passengers, by leaving their names at the above named office, will be called for by Omnibuses and delivered at the Cars.

G. KNOWLTON, Sup't.

To Brewers
BREWERS, DISTILLERS, AND
Brewers using Hops are informed that I have now
hand 10,000 pounds for sale at the lowest cash pri-
ces are from Otsego county, New York, and known
the most superior Hops in the United States.
For Circulars and Terms apply to J. C. Himes.

JOE. METCALFE,